



WELCOME

Thank you for your interest in the Chicago to Rockford Intercity Passenger Rail Program!

We look forward to keeping you updated on project developments and upcoming events, and we welcome your feedback as the program progresses.

PROJECT OVERVIEW

Governor JB Pritzker and the Illinois Department of Transportation (IDOT) have partnered with Union Pacific Railroad and Metra to re-establish intercity passenger rail service between **Chicago and Rockford** with intermediate stops planned in **Elgin, Huntley and Belvidere**. This service will connect Illinois communities in Cook, Kane, McHenry, Boone and Winnebago Counties, and will provide efficient, safe and reliable transportation operations with passenger trains traveling at maximum speeds of up to 79 miles per hour.

PROJECT UPDATES

Ridership Study

IDOT has completed a ridership study for the Chicago to Rockford Intercity Passenger Rail Program to determine the potential demand for the new passenger rail service. The estimated ridership ranges displayed below are the result of forecast modeling that accounts for anticipated train schedules, proposed station locations and potential population growth for the new intercity passenger rail service being introduced on the corridor.

Estimated Daily Ridership Forecast	
Station	Estimated Daily Ridership Range (2045)
Chicago Union Station	300 - 450
Elgin Chicago Street	200 - 275
Huntley	200 - 300
Belvidere	75 - 100
Rockford	50 - 75
Estimated Daily Total	825 - 1,200
Estimated Annual Total	301,125 - 438,000

Note: Annual ridership refers to the estimated number of riders for four daily passenger rail trains operating seven days per week projected for the year 2045.

The new intercity passenger rail service will use Metra’s Milwaukee District West line from Chicago to Elgin and Union Pacific’s Belvidere Subdivision from Elgin to Rockford. The existing Metra station at Chicago Street in Elgin and Union Station in Chicago are proposed for use for the new service.

The modeling software assumptions and limitations include:

- The modeling software used included Federal Railroad Administration’s CONceptual Network Connections Toll (CONNECT) for longer intercity estimation and Federal Transit Administration’s Simplified Trips-on-Project Software (STOPS) for shorter distance travel patterns.
- The projected ranges are for daily ridership by station occurring in the year 2045, approximately 20 years after the start of service.
- The proposed service is two round trips per day during AM and PM peak periods, totaling four passenger rail trains per day.
- The model does not use ticket fares as an input related to the transportation mode choice.
- Up to 50% of ridership on this service may result from diversions from existing Metra commuter service. This will be significantly impacted by future decisions on ticket pricing.

IDOT continues to review fare options for the new service. Fare policy decisions could have further impacts on the projected ridership.

Results of this study will help inform communities on their respective estimated projected ridership at each station and support decisions on necessary design amenities. These ridership results are based on the best data available at this time and are subject to change.

[Click Here to View Ridership Summary FAQs](#)

WAYS TO STAY INFORMED



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To submit a question or comment to the IDOT team via email, please contact: info@ChicagoToRockfordRail.com.



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